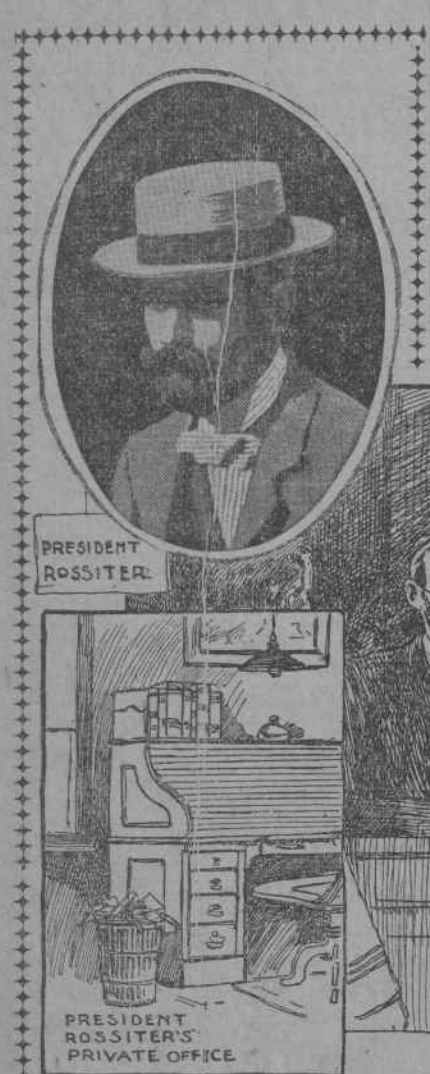


STRIKES IN FOUR GREAT CITIES CAUSE ARBITRATION.

CLEVELAND ROTTERS TERRORIZE THE CITY.

Naval Reserves Called Out to Preserve Order and Prevent Dynamiting—Strikers Start a Hack Line to Accommodate People.



PRESIDENT ROSSITER'S PRIVATE OFFICE.

TRACTION STRIKES HAVE FALLEN FLAT.

Cars in New York and Brooklyn Running as Usual.

PLACES ALL FILLED.

However, the Strikers Insist That They Have Not Given Up Hope.

SURFACE cars in this city and in Brooklyn ran yesterday and last night with almost normal regularity and frequency.

The managers of the Metropolitan and Brooklyn Rapid Transit systems declared that the places of striking motormen and conductors had practically been filled, and that the strike had become history.

The strikers would not admit defeat, but they showed few signs of activity.

MANHATTAN.

N New York the strike was at a standstill yesterday.

Cars on all lines of the Metropolitan system were run on practically the usual headway, and at night the cars on Second and Sixth avenues were under police protection, although the company claims there is no longer any necessity even for this.

A rumor started yesterday afternoon that the strike had spread to the Broadway cable line, and that many men had quit. This was denied by both sides.

Police men still guard the depots of several lines. It is expected that they will be sent back to the stations to-day or to-morrow, and that with this the last evidence of the strike will disappear.

Several men were arrested for attempting to induce men to quit, but in no case was there a disturbance. The prisoners were discharged by the City Magistrate before whom they were taken.

A belated outcome of the strike on the return from Saratoga yesterday of Fire Commissioner Scamhill was an order to suspend all days of until further notice. Later in the day the Commissioner revoked the order.

By the superintendents of the various divisions it was claimed that no new men quit yesterday. This was admitted by the strikers as to the Sixth and Eighth avenue lines, but on the Fourth avenue they claim that many men have quit and that others will follow.

Master Workman Parsons addressed a gathering of men, many of whom were Fourth avenue employees, at a hall in East Eighth-street, and about 150 were present.

Mr. Parsons said yesterday that he had not expected a tie up of the roads and did not expect one now, but that the strike had been a magnificent success in calling the attention of the public to the injustices of the corporations and that the real work of the strike would not be apparent immediately, but at the next election, when labor men would gain their cause with the ballot.

Thomas Dyer, of No. 408 East Twenty-third street, of the Madison avenue line; George Vanderbeck, of No. 312 East Sixty-third street; John Lathrop, of No. 430 Lexington avenue; Thomas Fay, of No. 1080 Second avenue; and Michael Daly were held in \$2,000 bail each for examination next Tuesday on the charge of attempting to force a conductor of the Second avenue line to leave his car.

Charles Hecker, sixteen years of age, of No. 208 East Fifty-fourth street, was arraigned before Magistrate Zeller, in the Yorkville Police Court, charged with larceny to riot. He was held in \$1,500 bail for trial.

BROOKLYN.

THE Brooklyn strike leaders yesterday reaffirmed their belief in ultimate victory for the men.

One of their hopeful reports was that the stockholders were sure to call upon the directors to remove President Rossiter.

General Master Workman Parsons had dwelt upon this as a probability in speeches made at meetings of the strikers in various parts of Brooklyn on the night previous. Aside from the fact that between 1,000 and 1,500 men are out of a job the strike



President Clinton L. Rossiter Before Magistrate Brenner. (Sketches by a Journal Artist.)

Cleveland, July 21.—Following the scenes of disturbance last night in connection with the Consolidated Street Railway strike, and which resulted in the blowing up of a car by dynamite, the strikers and their sympathizers resumed operations this morning, placing in jeopardy the lives of the three or four hundred men who have been employed to take the places of strikers.

The principal act of violence was the throwing of a dynamite bomb at an early hour this morning, presumably with the intent of injuring the non-union men to such an extent as to make them fearful of their lives and thus prevent the operation of the cars. Other acts of violence occurred, and many arrests were made.

Late this afternoon Mayor Farley called out the Naval Reserves. They will sleep on their arms to-night and will endeavor to prevent any repetition of last night's riots.

Arbitration Board Meets. The State Board of Arbitration is at present in session. President, Everett and the strike leaders have been invited to confer with the Board. At this time it is generally conceded that it is useless to look for peace.

The first violence to-day was at 1 a. m., when a dynamite bomb was hurled at the Lake View barns. It did no harm.

Another dynamite explosion occurred about 3 o'clock at the same place. This bomb tore a great hole in the roof and dropped on a Wade Park car, which it wrecked. Several hundred non-union men were thrown into a state of terror.

The men ran about the big structure in a panic. Happily nobody was hurt. People living near the barns said that the noise of the explosion was simply terrific. Police Captain Bradley, who is stationed at the site, is of the opinion that the identity of the perpetrator of the deed will be found.

A mob of three or four hundred men were seen on an open car on Cedar avenue, near Bolton avenue, at noon.

The two Cleveland divisions of the Naval Reserves were called out by Mayor Farley at 4 p. m. They received orders to report at Fifty-third street armory for duty.

Robert Rader is in charge of the First Division and Lieutenant Gibson of the Second. They will be armed ready for riot duty.

The striking street car men have arranged to go into business in opposition to the big Consolidated. They will start a line of hacks and omnibuses. The vehicles will be run by union men and the profits shared by them. The strikers hope to make as much money out of the venture as they made in the employ of the street railway company.

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Colonel Williams replied, according to Mr. Johnson's affidavit: "Yes, and I see that he had one of these men in Cleveland with him."

Mr. Johnson's former president of the Nassau Railroad, was the complainant. Mr. Johnson appeared in the Adams Street Court in the morning to testify in one of the strike cases. After that he made an affidavit that Mr. Rossiter, in an interview with a Brooklyn reporter, had said, referring to the twenty-one strikers charged with blowing up the Fifth avenue elevated structure with dynamite:

"Those are not my men. Mr. Albert Johnson is welcome to them. Mr. Albert Johnson is the leader of those men. I am not their leader."

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"The men who stood by us are going to get the best I can find for them. I am not losing any sleep over the reports that I am to be 'fired'."

"We have the Greenpoint and Ridgewood divisions all tied up." Is Master Workman Finck's report.

There was no rioting in Brooklyn yesterday.

The strikers held a mass meeting last night in the Clermont Avenue rink, at which Phineas and Parsons spoke.

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Eugene V. Brewster has made no further progress in his purpose to bring charges of violating the ten-hour law by the Brooklyn Rapid Transit Company before Magistrate Brenner.

NEW YORK LAWS SOLD TO HIGHEST BIDDER.

Ten-Hour Law Is Not Worth the Paper Used to Print It On. It's a Fraud, a Sham, a Delusion for Workingmen.

It is true that Vreeland will not arbitrate. The same is true of Rossiter. Why should they? There is no law to compel them.

Much has been said the last few days about arbitration. The name of the State Board of Arbitration is a familiar title. What does it mean? Nothing.

In the laws of the State of New York there is not one single word to compel the arbitration of any grievance whatsoever between the workman and the employer.

Why? Because through the insinuations and chicanery of a paid lobby the laws of the State of New York have been sold out to the highest bidder. And that bidder is the Corporation.

Look at Section 384 of the Laws of the State of New York. It is a butt of derision for every railroad official and corporation lawyer that reads it. According to its title it refers to the legal hours of labor.

There are no legal hours of labor; there are no restrictions in law. The section was written to deceive. It has deceived. Listen to it:

"No employee of any such (street railway) corporation shall be permitted or allowed to work more than ten consecutive hours, including one-half hour for dinner, in any one day of twenty-four hours."

By the deft and deceiving admission of the word "consecutive" the law becomes a farce. What is to prevent the railway company from working their men ten hours, laying the most another hour, and working them ten hours more? Nothing. That is precisely what is done.

The word "consecutive" was inserted in that law to kill it. That is a reason why the District Attorney's office in Brooklyn has been unable to prove a violation.

There is nothing to violate; the law is a farce. It is a contemptuous acknowledgment of the corporation's belief in the strength of their money.

In the same contemptuous way, the law concerning arbitration has been arranged. There is not one single word in the legislative franchise concerning arbitration of labor disputes that makes it worth the printing. In all its ten dreary sections, it gives special and absolute authority to the corporation to make any agreement it chooses with its employees. They mean nothing.

There is not one word in all ten sections that makes arbitration compulsory.

As it now stands, Article XI, Chapter 415, of the Laws of the State of New York, it gives special and absolute authority to the corporation to make any agreement it chooses with its employees. They mean nothing.

Why? Because the paid lobby of the corporations that makes arbitration compulsory.

It is for this reason that the streets of New York are a scene of such a shambles; for this reason that the right of every citizen is impudently disregarded; for this reason that the property owner is taxed to pay for the protection of corporations that disregard every human consideration save the nickels they extort from their dupes.

Arbitration Must Be Compulsory. The Journal said this yesterday. It says so to-day. It will say so when the men that have heeded the voice of these corporations come up for re-election.

It will summon adequate legal aid to draft an operative bill. It will pledge itself to see that this act embraces power to correct the oppressions upon labor.

They will see that the grasp of the workmen of New York is not broken by the power of the corporations. The power is in their hands. Bishop Potter has declined to arbitrate the differences between the Corporation and the employees. He pleads previous engagements. But before he refused his intermediation was a foregone conclusion that he would do nothing. It was without his power.

Rossiter and Vreeland had both refused arbitration. They had their own special law framed for the corporations such as they represent. It makes the concessions of both sides obligatory to arbitration.

Why should they arbitrate, when the Legislature of the State of New York delivered over the employees into their power?

Let every workman bear in mind. Let every citizen that has suffered at the arrogant overriding of corporations enjoying public franchise bear it also in mind. They will see that the grasp of the workmen of New York is not broken by the power of the corporations.

Let him use his vote to rebuke the legislators who have sold out to the highest bidder the laws of the State of New York. The Journal invites correspondence on this subject from citizens, not only of this State, but of every other State in the Union.

MAYOR ORDERS ENFORCEMENT OF THE TEN-HOUR LAW; A JOURNAL VICTORY.

THE TEN-HOUR LAW.

SECTION 384 of Laws of 1898—Any person or corporation who shall require more than ten hours labor, including one-half hour for dinner, to be performed within twelve consecutive hours by the employees of a street surface and elevated railway owned or operated by corporations whose main line of travel or routes lie principally within the corporate limits of cities of more than 100,000 inhabitants, shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than \$500 or more than \$1,000 for each offense.

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FREIGHT HANDLERS' PARTIAL VICTORY.

The N. Y., N. H. & H. Road Accedes to the Freight Handlers' Demands—Strikers Cheer the Good News—Freight Is Thrown Away.



CHILDREN CARRYING MELONS FROM FREIGHT YARDS.

A whole train load of water melons in the Pennsylvania yards, of Jersey City, was thrown away by the railroad, and hundreds of children flocked to the spot and carried off the contents of the cars.

Number of Men Out on North River Piers.	
Pennsylvania Railroad:	
Pier 1.....	75
Pier 4.....	200
Pier 5.....	200
Piers 27, 28, 29.....	600
Lehigh Valley Railroad:	
Pier 2.....	60
Pier 3.....	150
Total.....	1,285
Number of Men Returned to Work.	
New York, New Haven & Hartford Railroad:	
Piers 45, 50, 51 and 52, East River.....	250

The quiet, earnest and dignified strike of the freight handlers on North and East River piers was signalled yesterday by a big victory.

The two hundred and fifty-men of the New York, New Haven & Hartford Railway piers, who went out with their brethren, gained their demands for a ten-hour day at twenty cents an hour and are at work. Furthermore, they will receive 25 cents an hour for night and Sunday work. They had been getting seventeen and a half cents an hour.

The men are much elated over their victory and it is taken by the whole body of strikers as an augury of success.

These men were members of the Railroad Employees' Protective Union, which has steadily increased its membership since the beginning of the strike last Sunday. They, like the rest of their fellow strikers, have attempted no violence, have not approached the piers they had quit and by their quiet and sensible demeanor have gained the sympathy of their employers.

A meeting of the directors of the road in New Haven yesterday afternoon, and after they had discussed the situation and heard the report of the men, they telegraphed their agents here that the demands of the men had been granted.

The 250 strikers went back to work at 4 o'clock yesterday afternoon, and it is believed that to-day all freight, both in-bound and out-bound, will be handled in normal shape.

Strikers Cheer Good News. The strikers held a meeting in Hudson Hall, at No. 276 Spring street, at 3 o'clock, and the report of the victory of the New Haven men was received with cheers. The men congratulated their comrades on their success, and instructed them to return to work immediately. It was possible for them to do so, as the permission to all strikers had gained their demands, but they did not do so.

The officers of the union announced the enrollment of 160 more members, which

was a new cause of applause. There are now 1,750 names on the books of the union. The strikers evinced the same quiet determination to continue the strike which has characterized them from the beginning. They have elected the following officers: John Kennedy, president; John Holland, vice-president; Michael Casey, recording secretary; Patrick Connolly, financial secretary; Standing Committee, G. Desmoro, T. Carley, J. Nagle and J. Cahill.

Although a detail of policemen is at every pier, no trouble whatever has occurred between them and the strikers. J. Nagle, a member of the union's standing committee, expressed the sentiments of the strikers yesterday afternoon when he said:

"What the Men Say. We shall win. We have nothing to say against the Italians who have tried to take our places. They are not worth as much as 17 cents an hour as we are at 20—the price we ask. Why, each of us can do the work of five Italians. Those poor fellows get but 10 cents out of their seventeen. Each man has to give up seven cents an hour to the padrones who got them there. We are on good terms with the railroad people, and we feel they will recognize the justice of our cause, just as we appreciate the quiet way we are winning the strike."

The Lehigh Valley and the Pennsylvania road authorities deny they have been crippled by the strike, and claim to have enough Italians at work on all the piers.

At the freight yards of the Pennsylvania Railroad on Henderson street Agency Butler declared that although there was a large quantity of perishable freight on the tracks, neither the railroad company nor contractors were suffering on account of the strike.

Freight Thrown Away. Jersey City has rarely seen a more remarkable spectacle than that which took place upon a belated watermelon train on Pearl street yesterday afternoon at 3 o'clock. Twenty or thirty cars of watermelons had been backed upon the siding. The cars were open and the railroad men began to throw them out. In ten minutes a mob of several hundred, chiefly little boys and girls, were gathering upon the tracks, and the watermelons were being thrown away. The streets in the vicinity looked like a Southern picnic ground.

A great section of Jersey City was in this manner supplied yesterday with melons and watermelons. The train left too long on the tracks to reach New York in good shape, and the strikers thereby gained substantially sympathy among a large class of citizens.

Had the market not been already overstocked with produce, New York might have seen a similar scene. The watermelons, cantaloupes and much other truck has lately been thrown away. The price of the freight, but even as it is many firms are complaining of the delay.

A member of the firm of Charles Page & Co., No. 104 West street, dealers in vegetables, said yesterday:

"I know of sixty cars due here which are stuck on the tracks. They have been there for a week. The market was already gorged, and that fact is what is saving New York."

The Grand Jury or a Magistrate having jurisdiction. Respectfully yours, ROBERT A. VAN WYCK, Mayor.

TWO SMALL RIOTS IN BROOKLYN QUELLED BY THE POLICE.

Two small outbreaks in Brooklyn last night demonstrated that the police have not ceased to expect trouble.

A Seventh avenue car, passing a vacant lot at Fifth street, was showered with stones at 9:45 o'clock. Several women on board were panic-stricken. The car had no uniformed policemen on board, but Detective Foster and Crean jumped off and attacked the small crowd of rioters in the vicinity.

After a moment of resistance to the lilies of the detectives, the crowd saw that they had policemen to deal with and turned to flee.

Foster and Crean had singled out two men and ran after them. Crean fired five shots, and one of the men, John Foster, for he was wounded in the leg, and no other shots but Crean's were heard.

Foster kept on pluckily and got his man and Crean's surrender.

The prisoners were John Condon, of No. 1671 Eighth avenue, and Paul Boynes, of No. 588 Prospect street, two men of color. Condon's brother Thomas was arrested on Sunday charged with being one of the rioters who attacked President Rossiter's special car.

At 10 o'clock a hurry call reached Police Headquarters from Court and Carroll streets, and nine mounted men, including Roundman Gilmartin, were sent. They found that some half-grown boys had built a bonfire on the track and stopped Court street car No. 2163 at Second street. Foster, for he was wounded in the leg, and no other shots but Crean's were heard.

The conductor got off to kick the fire aside, and was seized by the boys on the sidewalk. Captain Brown, of the Bulwer street station, arrived with some of his men as soon as the mounted men. They scattered the crowd, but made no arrests.

BRYAN HEALS THE PARTY BREACH IN ILLINOIS.

Altgeld and Harrison Promise to Refrain from Warfare and to Work Together in the National Campaign.

BY LANGDON SMITH.

Chicago, July 21.—William Jennings Bryan has spent twelve hours out of the past twenty-four in patching up the breach in the Illinois Democracy between the forces of Altgeld and Harrison.

Tonight, at the breaking up of a long conference with Mayor Harrison, ex-Governor Stone, of Missouri, who is now acting chairman of the Democratic National Committee, and Committee Chairman Gahan, who is Mayor Harrison's right hand man, Mr. Bryan looked thoroughly fagged out.

He had not taken time to change his collar. It was soiled and wilted. His broad-brim